

PANAMA FAIR GATES OPENED; 400,000 ENTER

Exposition Attendance
Records Broken on
Dedication Day.

NATION, STATES AND CITIES REPRESENTED

Secretary Lane Speaks for the
President — San Francisco
in Pandemonium.

San Francisco, Feb. 20.—All records for exposition first-day attendance were broken to-day at the opening of the Panama-Pacific International Exposition. At a late hour this evening the turnstiles had clicked off 400,000 admissions. The previous record was 34,433, in 1904, at the opening day of the St. Louis World's Fair. The crowd was a spectacle in itself. It filled the grandstands; it packed the great courts and concourses; it poured through the aisles; it overflowed from the sidewalks into the avenues, from the hills to the bay, as far as the eye could reach, in unending rivers of bobbing heads.

As the President's personal envoy, Secretary Lane was heard with the closest attention. He stirred the audience to sympathy and tears as he pointed to the "slender, dauntless, plodding figure standing beside two men which looked down upon the Court of the Nations, where East and West came face to face."

That figure was the American pioneer. His sufferings and triumphs were the orator's theme. This exposition was his house, in which should be taught the gospel of an advancing democracy—strong, valiant, confident, conquering. Without him there had been no exposition, no San Francisco.

Opens at President's Touch.

The day broke threatening and rainy, but by sunset there was scarcely a cloud in the sky. One shower fell during the dedicatory exercises. President Wilson opened the exposition with the touch of a button in the White House the sun's long slanting rays glinted in a miniature rainbow through the spouting streams of the Fountain of Energy and at that time the flags of all nations rose on manifold poles and pinnacles. Signal bombs were detonated from towers. An airplane circled about the Tower of Jewels, scattering doves of peace. The door of the Palace of Machinery swung open and the exhibits within were seen in motion.

The dedicatory ceremonies were made as simple and short as possible. The citizens, headed by Governor Hiram W. Johnson and Mayor Ralph J. Greig, representing the state and the city, were welcomed to the grounds by the officers and directors of the exposition. Addresses were delivered by President C. C. Moore of the exposition, Dr. Frederick J. V. Skiff, director in chief; Governor Johnson, Secretary Lane and a few others. Invocations and benedictions were pronounced by clergymen representing the Roman Catholic, Protestant and Jewish faiths.

Soon after noon the grounds were given over unreservedly to the people.

The exposition will be open to-morrow and on succeeding Sundays. Monday will be held the Vanderbilt Automobile Cup race, to be followed five days later by the Grand Prix Race.

Pandemonium at Daybreak.

The only San Franciscan who didn't know it was exposition opening day was blind, deaf and dumb.

Policemen on their beats at dawn pounded doorsteps and trolley poles for one hour.

Big guns at the Presidio and Fort Mason boomed a reveille and a salute of twenty-one guns.

Church bells and chimes and every telephone bell in the city began ringing at 5 a. m.

Whistles on every steamship and warship in the bay and every locomotive in Oakland announced the arrival of exposition day.

Merrymaking thousands thronged into the streets from the cafes and theatres, which had been crowded all night, blowing horns and strutting content over the streets.

Hundreds of organizations, garbed in festive raiment, began parading the streets with innumerable bands at daylight.

From dawn until 9 o'clock, when 300,000 citizens formed in parade, the city's thoroughfares were jammed with holiday-makers.

Thus San Francisco welcomed the great Day of Days in her career.

Dawn never broke over a more wide-awake town. The city was up in time for the simple reason it did not go to sleep the night before.

The restaurants, theatres and public places did not close. Music and song kept the downtown section alive all through the dark hours, and each incoming train and steamer dummed new celebrators into the midst of the ecstasy.

The lone sunrise gun that on every other day of the year announces dawn was drowned out this morning. The batteries on both sides of the Golden Gate and warships at anchor in the bay broke loose with salvos of artillery, while on land twenty drum corps rolled through the streets, drilling to all the heart's desire.

The skies were overcast, but the threat of showers did not diminish the city's enthusiasm. For an hour and a half after the first outbreak of noise

FORBES ROBERTSON WINS English Actor and Miss Adams Stage Favorites of Yale.

New Haven, Feb. 20.—Yale seniors, in their annual class vote, to-day selected Forbes Robertson as their favorite actor and Maude Adams as their favorite actress. Former class picks Edward H. Sothern and Miss Adams. She was selected by 70 votes to only 26 for Julia Marlowe and 20 for Elsie Ferguson. No motion picture favorite received votes, and comic opera stars got only scant recognition.

Robertson easily led with 87 votes, Sothern was second with 25, George Arliss third with 17, and Robert Mantell and William Gillette fourth and fifth, respectively, each with 12.

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"I do not share the apprehension of those who believe that a very long time will be required for the rehabilitation of the industries of the warring nations," added Mr. Hammond. "For it seems probable that the war will be terminated only after the utter destruction of the industries of the national resources of those countries."

Decisive Battle Will Be Fought
John Hays Hammond Thinks

New Haven, Feb. 20.—The European war will be ended before either side is exhausted, and a single great battle which will be fought before long will end it, John Hays Hammond predicted to-day in an address before the New Haven Chamber of Commerce.

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MORGAN SELLS FRAGONARD ART NOW IN MUSEUM

Ten World-Famous Mme.
Du Barry Panels on
"Love" Lost to City.

DUVEEN BROTHERS
AGAIN PURCHASERS

\$1,500,000 Mentioned as Price
of Pictures for Which Banker
Built Special Room.

Art loving Americans will be startled this morning to learn that J. P. Morgan has parted with the famous Mme. Du Barry Fragonard collection of paintings, hung in the Fragonard room at the Metropolitan Museum of Art, which thousands have viewed with pleasure during the last year. These ten panels, with four others belonging to the set, have been sold to the Duveen Brothers, who recently bought the Morgan \$4,000,000 collection of Chinese porcelains.

No definite sum was named by Henry Duveen yesterday when he made the announcement that his firm had acquired the Fragonard pictures. It was learned from another source that the collection is easily worth between \$1,000,000 and \$1,500,000.

"As a matter of fact," said The Tribune's informant, "these pictures are so important that almost any value might be placed on them and none would dispute it."

When these pictures, which constituted the last important work of this gifted artist, came into the possession of the late J. Pierpont Morgan, about 1902, he exhibited them in the Guildhall, in London, where they caused a great artistic sensation. They were afterward installed in his London residence, at Prince's Gate.

Room Designed for Them.

In order to give the gems a worthy setting Mr. Morgan had a special room designed for their reception. This work was entrusted to the Duveen Brothers, and when at his death his collections were removed to the Metropolitan Museum here the entire room itself was carefully detached and placed at the disposal of the museum authorities, thus rendering it possible to reproduce practically the same effect which the paintings had in Prince's Gate.

The history of this remarkable series of pictures, called the "Romance of Love and Youth," is one full of interest. Their author was the brilliant Jean Honor Fragonard, pupil and legitimate successor of Boucher and the last of the great French decorative painters of the eighteenth century. Born at Grasse, near Cannes, in 1732, he early exchanged the life of a law clerk for that of the arts, and after attending the atelier of Boucher came under the influence and teaching of Chardin.

When, during the Terror, Fragonard fled from Paris in 1793, at the close of his brilliant career there, he is said to have taken with him the wonderful paintings which he had begun in 1772 for the Pavilion of Louveciennes, which Louis XV was building for Mme. Du Barry, from the designs of Ledoux. For some reason these were never placed in position, but remained on the artist's hands. For what it is worth, gossip has the story that Mme. Du Barry, being annoyed with the subject of one of the panels that depicting the heroine mourning her abandonment.

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RECIPES SURROUND WILL

Man Writes Disposal of Estate
on Page of Order Book.

(By Telegram to The Tribune.)

Paterson, N. J., Feb. 20.—Torn from the middle of a grocer's order book, on the surrounding pages of which were recipes for pickled cabbage, chili sauce and catsup, the will of William F. O'Dell, who died on February 8 at his home, 161 Grant Avenue, Totowa Borough, was offered for probate in the office of Surrogate Frederic Beggs this morning.

It directed that "all the testator's property be sold and that the money thus obtained be devoted to the education of his daughter Elsie, eleven years old, until she shall have reached her majority.

CHRISTIAN SCIENTIST
DIES; CORONER ACTS

Autopsy Ordered in Death of
Engineer — Quit Doctors
Two Years Ago.

Earle Wheeler, forty-nine years old, an electrical engineer, died yesterday at his home, 107 West 109th Street. He had been a paralytic for three years, but, owing to his Christian Science beliefs, had not had a physician for two years. Coroner Hellenstein ordered an autopsy.

After death Dr. Jones, of 112 West 112th Street, was called, but he refused to issue a certificate.

Mrs. Wheeler, the widow, said she was married to Wheeler four years ago. A year after her husband was stricken. The greater part of his sickness was in Christian Science. The last practitioner to visit her husband, so the widow says, was Albert Warner, a former actor, who lives at the White Rats Club.

FLORIDA VIA ATLANTIC COAST LINE

Only Line operating 2 through trains daily
from Miami to New York. 1215 P.M. daily.
—Advt.

BROADWAY CHASE FOR GEM THIEVES, TWO ARE CAUGHT

Youth Smashes Window
of Jewelry Store to
Finance Jail Escape.

CRASH STARTLES
THEATRE CROWDS

Two of Band Escape from De-
tectives Who Had Trailed
Them for Hours.

One of four youths hurled a stone through a jeweller's window at Thirty-seventh Street and Broadway last evening to finance an escape from Sing Sing. Detectives who had followed the trail of the roving stone from Delancey Street to Thirty-seventh Street arrested two of the men. Two escaped, but the \$500,000 window display was untouched.

The prisoners said they were Michael Schultz, eighteen, of 35 Henry Street, and Joseph Brown, nineteen, of 27 Catharine Street. They were locked up in the West Thirtieth Street police station, charged with burglary. Letters in their possession showed that friends in Sing Sing counted on the pair to aid them in escaping.

A week ago Detectives Merz and Davis intercepted a letter from pals in Sing Sing which indicated that inside efforts to break jail had been ineffectual. Money was required, and it was for those still at liberty to supply it. From that day Merz and Davis kept close tabs on the four. They felt something would be doing soon.

Yesterday afternoon the four met at Delancey and Clinton streets. Metz and Davis were on hand. There was a stealthy conference and Schultz picked up a stone lying near an excavation.

All four scanned the rock closely. After some discussion it was discarded and another, slightly larger, was selected. It passed muster and was wrapped in a newspaper. Schultz tucked it under his coat and all four swung aboard a Fourth Avenue car. Merz and Schultz were right behind them.

At Thirty-fourth Street the party got off and walked to Fifth Avenue. Up Fifth Avenue to Thirty-fifth Street the raiders took their way, swinging carelessly through the crowd. Once a man jostled Schultz. With a snarl that vanished as he realized the collision was accidental, Schultz turned and re-adjusted his burden.

Across Thirty-fifth Street and up Broadway to the southeast corner of Thirty-seventh Street the procession took its way. It was just after the hour when matinees and offices discharge crowds into that part of the city. Up and down Broadway surged endless ranks of pedestrians. Merz honked and rattled by the hundred.

For an hour and a quarter Merz and Davis kept their vigil. There was no doubt as to whom they were waiting. It was that of Frank and Benjamin Schwartz, at 1370 Broadway. The show window, which was about 7 feet by 12, was of extra heavy French glass. Behind it glittered the goods of a good friend and countryman, Caruso threw at the four winds and wept as if his heart would break.

Scotti Weeps His Adieu.

It was a dramatic parting. Scotti forced his way through a crowd of about two hundred persons on the board deck and with a burst of emotion cried: "Mio caro, Enrico!" The barytone threw his arms around the robust then, kissed him on one cheek and then on the other, and Caruso returned the greeting.

"Antonio," said Caruso intensely, "I should not be going away to-day."

EXPRESS WRECKED;
FOUR MEN HURT

Fast Train on Reading
Jumps Track—Steel Cars
Prevent Loss of Life.

(By Telegram to The Tribune.)

Hopewell, N. J., Feb. 20.—That the train was made up of steel cars probably prevented loss of life when a crowded New York-Philadelphia express of the Philadelphia & Reading Railroad, after striking a derailling switch at Hopewell, jumped the track and ploughed along the roadway for 100 feet. Four men were injured, but not seriously.

The train, which had left New York at 3 o'clock, when it reached Hopewell was travelling at fifty miles an hour. The engineer, Harry Steen, evidently did not see the derailling switch, for without slackening up, the locomotive struck, and without turning over, continued along the roadway, dragging the first three cars from the rails.

The smoker, the first car in the train and a coach following fell partly over on their sides and ploughed through the roadway, scattering the passengers. The car was buried up to the windows.

One hundred passengers in the two cars that left the rails were tossed about and fell to the lower side as the coaches careened, but most of them escaped harm.

An investigation made by the local authorities and the railroad officials showed that only four passengers had been slightly injured. The only damaging of several hand rails. All expressed amazement that the cars withstood the terrific strain to which they had been subjected, and all were unanimous in their opinion that it was only the steel cars that prevented many of the passengers from being killed or maimed.

Caruso Sad, Then Gay, When He Sails Away



Friends Speed Tenor on Journey to Monte Carlo—
Photographer Snaps Singer as He Blithely
Turns Crank of Motion Picture Machine.

A silly little notion that the European war would prevent Monte Carlo from presenting grand opera was responsible for a vale of tears yesterday on board the Italian steamship Duca d'Aosta, which sailed away from these shores with Caruso, the beloved tenor.

Enrico Caruso has often said that he never did anything against his will. His departure yesterday was an exception to that rule, and never again he said would he tie up with any organization for performances which he did not care to give.

Enrico, smiling and with an outward show of merriment, went aboard the Duca d'Aosta yesterday long ahead of her time for departure. He swung his cane, tilted his hat to one side, assumed a Chuck Connors pose and laughed aloud just to make his friends believe that he was happy. It was a fine performance. His acting was superb until the last act when, and in the entrance of Signor Scotti, his good friend and countryman, Caruso threw at the four winds and wept as if his heart would break.

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The injured were Harry Schwartz, of 2,315 Bolton Street, Philadelphia; William Gallagher, of 5,532 Delancey Street, Philadelphia; B. S. Egan, of Norristown, Penn., and Ignatz Swartz, of Passaic. All received minor bruises and after being treated were able to continue.

Traffic on the road was tied up for several hours.

STEAMER TORPEDED IN PATH OF LINERS CLOSE TO LIVERPOOL

German Submarine, Without Warning,
Sinks British Vessel Taking Pilot Off
Welsh Coast—Four Men Killed.

ANXIETY FELT FOR PHILADELPHIA

American Steamship Due in the Mersey This Morn-
ing—Announcement of British Reprisals Ex-
pected at Once—Another Boat Missing.

[By Cable to The Tribune.]

London, Feb. 20.—A German submarine sank a British vessel at 11 a. m. to-day right in the path of the great transatlantic liners which make Liverpool their port. The victim was the steamship Cambank, of Cardiff, 1,990 tons, which was torpedoed in Amlwch Bay, Wales, a few miles east of Llan point, without warning.

The third engineer and two firemen of the Cambank were killed and another member of the crew was drowned while getting into a boat. The remainder of the crew, some twenty in number, were saved. The Cambank had slowed down to pick up her Liverpool pilot when she was observed by the submarine and torpedoed.

This is not the first time that a hostile submarine has been in these waters, but the last one to visit them gave the crews of the ships which she sank an opportunity to leave the vessels before sinking them.

One of the rescued sailors of the Cambank told in Liverpool this evening the experience of that vessel. He said that she was bound from Huelva to Liverpool with a cargo of copper, and before she could get up speed after taking aboard a pilot off Anglesey the crew had seen the periscope of a submarine about 200 yards away. The Cambank tried to turn and run, but the torpedo struck her amidships, and in a minute the vessel was ablaze and smothered in smoke.

There was absolutely no attempt to give a warning to let the crew have a chance to escape, the sailor said, and they barely managed to launch a boat and get away from the steamer's side before she sank. Some members of the crew were only half dressed, and all were nearly exhausted when rescued. One man, he said, was lost when trying to jump from the steamer's deck into the lifeboat, and the third engineer and two firemen were killed by the explosion of the torpedo and several members of the crew were injured by splinters.

Much anxiety prevailed among Americans here to-night when the news of the disaster to the Cambank was announced. Amlwch Bay, Wales, the northern coast of Anglesey, in the direct course of liners plying between New York and Liverpool. The American liner Philadelphia is due to arrive in Liverpool at 2 a. m. on Sunday. While the most optimistic believe that the American liner is not in danger during the cover of darkness, others believe it is even more risky for a vessel to be in waters near Liverpool after nightfall than before.

Fears Felt for the Membrand.

Fears are felt for the steamer Membrand, which left Hull for the Tyne on Monday and has not since been heard of. The Membrand was purchased recently by McDuff & Co., of Glasgow, from a firm in West Hartlepool.

An announcement regarding British reprisals on Germany is expected to come without delay, now that Germany has actually begun her submarine campaign. What those reprisals will be has already been told in these dispatches, but England, in consideration of the neutrals, has delayed putting them into effect until the last minute, there even being hope among a few optimists that the German war zone announcement was only a bluff. But with the news of the torpedoing of the Cambank the last shred of doubt has vanished of Germany's intentions to ship without warning all merchant shipping in British waters, while the torpedoing of the Norwegian steamer Belridge in the Channel shows that Germany has no idea of sparing neutrals.

The Admiralty announced to-night that an official examination of the pieces of metal found on the Belridge after she was struck has proved beyond doubt that they are pieces of a discharged torpedo.

(By Cable to The Tribune.)

London, Feb. 21.—"The Daily Chronicle" reports that two German submarines were observed six miles off Lowestoft, Suffolk, this evening by a mine sweeper. A British destroyer was quickly on the scene and fired, but with unknown effect.

Second Norwegian Steamer
Sunk by Mine; Crew Saved

Nakskov, Denmark (via London), Feb. 20.—The Norwegian steamer Bjarko struck a mine at 8 a. m. to-day and sank. Her crew was saved.

This is the second disaster to Norwegian vessels since the German blockade took effect. The Bjarko, which was 128 feet long and 226 tons gross, was laden with coal. She was on her way from Leith to Nakskov.

Germans Kind to Crew

Whose Ship They Sank

Cherbourg (via Paris), Feb. 20.—The story of the sinking of the French steamer Ville de Lille by a German submarine off the Barreux lighthouse, east of Cherbourg, was told last night by the boatswain of the vessel which was sent to the bottom on Tuesday.

The submarine which sank them, he said, was the U-16, which pursued the Ville de Lille some distance and manoeuvred in such a way as to prevent its escape. Then